

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: BRF00-0012-01(080) Hall & Forsyth Co. **OFFICE:** Engineering Services
P.I. No.: 122012-
SR 369 Bridge Replacement **DATE:** December 5, 2012

FROM: Lisa L. Myers, State Project Review Engineer *LLM*

TO: Genetha Rice-Singleton, State Program Delivery Engineer
Attn.: Steve (Adesoji) Adewale

SUBJECT: IMPLEMENTATION OF VALUE ENGINEERING STUDY ALTERNATIVES

The VE Study for the above project was held October 1-4, 2012. Responses were received on November 19, 2012. Recommendations for implementation of the Value Engineering Study Alternatives are indicated in the table below. The Project Manager shall incorporate the VE alternatives recommended for implementation to the extent reasonable in the design of the project. Please note, if the implementation of a VE recommendation requires a Design Exception and/or Design Variance, the DE or DV must be requested separately.

| ALT # | Description | Potential Savings/ LCC | Implement | Comments |
|-------|---|--|-------------------------|---|
| B-4.0 | Reduce the number of beams in the end spans from seven (7) BT-74's, to six (6). | \$69,263 | Yes | This will be done. |
| R-1.0 | Shorten approach roadway on West side of project to tie into SR 369 East of Brown Bridge Drive. | Proposed = \$638,609 Actual = \$481,306 | Yes, with modifications | This will be done, but the cost savings were revised to include some additional shoring, pavement, and wall quantities which have to be accounted for to fully implement this recommendation. |
| R-1.4 | Construct new bridge on North side of existing structure in lieu of South side and shorten approach length on West side of the bridge. | \$1,906,311 | No | R-1.4 will not be implemented because R-1.0 was selected instead. |
| R-5.0 | Construct retaining wall from Sta. 341+00 left to Sta. 343+50 left to reduce right of way impacts to parcel 7 (U.S. Army Corps of Engineers). | Proposed = \$172,737 Actual = \$181,787 | Yes, with modifications | The cost savings were modified to include some additional reductions to earthwork and wall quantities. |

| | | | | |
|--------|--|--|-------------------------|---|
| R-7.0 | Reduce width of shoulder from 10 feet to 8 feet. | Proposed = \$42,359 Actual = \$36,988 | Yes, with modifications | The cost savings were modified to include additional earthwork for the shoulder along the tie-back wall. |
| R-8.0 | Split traffic during construction to reduce or eliminate the need for temporary shoring. | \$97,500 | No | This option would require the contractor to construct the second stage of the approaches between traffic. Earth moving operations would require haul trucks to enter/exit the existing traffic flow, twice the amount of temporary barrier, portable impact attenuators, and temporary drainage features. In addition, this staging method would add an additional MOT phase increasing the total construction duration of the project and delay removal of the existing structure. |
| R-9.0 | Utilize permanent easement in lieu of required Right of Way wherever possible. | \$358,875 | No | Based on discussions with GDOT's Right of Way Office permanent easement costs more than what was calculated for this recommendation and if utilities are to be located in the permanent easement, the appraised value of the land must also include the use for utilities. |
| R-11.0 | Reduce project length on East approach of the roadway by 100 linear feet to eliminate Right of Way acquisition on parcel #8. | Proposed = \$17,057 Actual = \$19,685 | Yes, with modifications | The costs were modified to include additional savings of guardrail that will no longer be needed. |
| R-12.0 | Use reduced depth asphalt shoulders in lieu of full depth. | \$35,191 | No | The Office of Materials concurs that the shoulder pavement remains full depth to match the travel lanes. This alternative is not being implemented because the truck volumes along this corridor exceed 10% and the shoulder will be utilized during staging of the construction. |

The Office of Engineering Services concurs with the Project Manager's responses.

Approved:

Gerald M. Ross, PE, Chief Engineer

Date: 12-12-12

LLM/MJS

Attachments

c: Russell McMurry/Paul Liles
Genetha Rice-Singleton/Albert Shelby/Steve (Adesoji) Adewale
Ben Rabun/Bill Duvall/Ted Cashin
Bobby Dollar
Harold Mull/Matt Needham/Bruce Nicholson
Ken Werho
Matt Sanders

**DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA**

INTERDEPARTMENT CORRESPONDENCE

FILE: BRF00-0012-01(080), Hall/Forsyth County **OFFICE:** Program Delivery
SR 369 over Chattahoochee River Bridge
Replacement **DATE:** November 16, 2012
P.I. No. 122012 - *Genetha Rice-Singleton*
FROM: Genetha Rice-Singleton, State Program Delivery Engineer
TO: Lisa Myers, State Project Review Engineer
Attn.: Matt Sanders
SUBJECT: **RESPONSE TO VALUE ENGINEERING STUDY ALTERNATIVES**

Attached are the responses for the Value Engineering Study of the above mentioned project. This office concurs with the responses.

If you have any questions, please contact Steve Adewale, the Project Manager at 404-631-1578.

AVS
GRS:AVS:ASA

cc: Russell McMurry, P.E.

GEORGIA DEPARTMENT OF TRANSPORTATION
BRF00-0012-01(080) P.I. No. 122012
SR 369 over Chattahoochee River Bridge Replacement
Forsyth and Hall Counties
Value Engineering Report --- RESPONSE



Baker

B-4.0: Reduce Number of Beams in End Spans from Seven (7) BT-74's to Six (6)

Proposed Cost savings: \$69,000

Response: YES, WILL IMPLEMENT. The Office of Bridge Design concurs with this recommendation. Please see attached email from the Office of Bridge Design.

R-1.0: Shorten Approach Roadway on West Side of Project to Tie into S.R. 369 East of Browns Bridge Drive (New Bridge Remains on South Side of Existing Bridge)

Proposed Cost savings: \$638,000

Revised Cost Savings: \$481,306

Response: YES, WILL IMPLEMENT, however estimated savings is reduced

Beginning the project after Browns Bridge Drive along with a 930 foot radius curve with a superelevation of 6% meeting the 45 mph speed design for the West side approach will reduce pavement costs, eliminate the need to relocate Browns Bridge Drive, reduce the tie-back wall length, and will reduce and/or eliminate Right-of-Way acquisitions. The proposed retaining wall must be offset additional 2 feet to maintain stopping sight distance of 360 feet along SR 369. However, this proposal does not eliminate the design variance which is required to meet intersection sight distance of 500 feet for Browns Bridge Drive.

The cost savings estimate is modified as shown below:

1. Length of tie-back wall is shorted by 167' as opposed to 250'
 - a. $83 \text{ lf} \times 10' \text{ (height)} \times \$100/\text{sf} = \$83,000$ (added to cost of proposal)
2. Pavement savings was based on full depth pavement for portion of the project eliminated, however the majority of this work was overlay.
 - a. Full depth reduction: $3,236 \text{ sf} \Rightarrow 360 \text{ SY} \times \$41.51 = \$14,943$
 - b. Overlay pavement reduction $13,404 \text{ sf} \Rightarrow 1,490 \text{ SY} \times \$5.44 = \$8,105$
 - c. $\$76,752$ (VE Proposal savings) - $\$23,058$ (Revised Pavement savings) = $\$53,694$ (added to cost of proposal)
3. Addition of 1,000 sf of shoring to stage construct
 - a. The elevated roadway is horizontally closer to existing road requiring the need for additional shoring
 - b. $1,000 \text{ sf} \times \$20/\text{SF} = \$20,000$ (added to VE Proposal)
4. Revised VE savings = \$481,306

R-1.4: Construct New Bridge on North Side of Existing in lieu of South Side and Shorten Approach Length on West Side of Bridge

Proposed Cost Savings: \$1,906,000

Response: NO, WILL NOT IMPLEMENT

We recommend not implementing this recommendation because we are implementing R-1.0. Only one of the recommendations can be implemented. We chose to not implement this recommendation due to the inability of the project to be staged constructed as proposed in the VE Study. This option beginning at Sta. 310+00 cannot be staged because of the vertical elevation difference between the existing and proposed pavement while also maintaining the required vertical clearance between the proposed bridge and the Chattahoochee River. In order for this option to be constructed to the north side, the alignment would have to shift further to the north to accommodate the difference in elevation between existing and proposed pavement. This alignment shift would cause significant impacts to Peninsula Dr. An overpass bridge connecting to Brown's Bridge Dr. would need to be constructed to maintain access negating the savings of this proposal.

Constructing the new bridge to the north would also require the use of a broken-back curve. According to the GDOT Design Policy Manual Section 4.2.2, "Broken-back curves are very undesirable from both an operational and an appearance standpoint...every effort should be made to avoid this type of alignment..." According to AASHTO Green Book 2011 Section 3.3.13, "broken-back or flat-back arrangement of curves (with a short tangent between two curves in the same direction) should be avoided except where very unusual topographical or right-of-way conditions make other alternatives impractical."

The location of the PT on the curve on the westside approach to the bridge would require that 150 of the 200 lf of SE transition would occur on the bridge. Based on the profile of the bridge set at 0.3%, 80 lf of the bridge deck would have super elevation less than 2.0% and longitudinal profile grade of 0.3%. See attached sketch for clarification.

Taken into account all these considerations and implementation of R-1.0, we recommend not implementing R-1.4.

R-5.0: Construct Retaining Wall from Sta 341+00 Left to Sta 343+50 Left to Reduce Right of Way Impacts to Parcel 7

Proposed Cost Savings: \$173,000

Revised Cost Savings: \$181,787

Response: WILL IMPLEMENT (PARTIALLY)

Due to the partial implementation of R-11.0, the project would end at approximately Sta 342+35 LT instead of Sta. 343+50. The proposed retaining wall would be 135 feet instead of 250 feet proposed in the VE Study.

The cost savings estimate is modified as shown below:

1. Length of retaining wall would be 135 feet instead of proposed 250 feet
 - a. $46 \text{ CY} \times \$420.58/\text{CY} = \$19,347$ (Revised Gravity Wall Addition)
2. Grading Complete Reductions
 - a. In Place Embankment Reduced to 2,137 CY
 - b. $2,137 \text{ CY} \times \$4.04 = \$8,634$ (Revised Reduction)
3. Revised VE savings = \$181,787

R-7.0: Reduce Width of Shoulder from 10' to 8'

Proposed Cost Savings: \$42,000

Revised Cost Savings: \$36,988

Response: WILL IMPLEMENT (PARTIALLY)

The shoulder width will be reduced from 10 feet to 8 feet except along the tie-back wall on the approach side of the bridge per implementing R-1.0. This requires increasing the shoulder from 10 feet to 12 feet along the tie-back wall in order to meet stopping sight distance.

The cost savings estimate is modified as shown below:

1. *Grading Complete Reduction*
 - a. *Assume 4% reduction in Grading Complete compared to 5% in VE Study*
 - b. $4\% \times \$537,188 = \$21,488$
2. *Revised VE savings = \$36,988*

R-8.0: Split Traffic During Construction to Reduce or Eliminate Temporary Shoring

Proposed Cost Savings: \$98,000

Response: WILL NOT IMPLEMENT

This option would require the contractor to construct the second stage of the approaches between traffic. Significant earth moving operations in this stage would require haul trucks to enter/exit the existing traffic flow throughout the duration of this phase, twice the amount of temporary barrier, portable impact attenuators, and temporary drainage features. In addition, this staging method would add an additional MOT phase increasing the total construction duration of the project and delaying removal of the existing structure.

R-9.0: Utilize Permanent Easement in lieu of Right-of-Way Wherever Possible

Proposed Cost Savings: \$359,000

Revised Cost Savings: \$71,775

Response: WILL NOT IMPLEMENT

The proposed right-of-way will not be converted to permanent easement. Based on discussions with GDOT's Right-of-Way Office permanent easement ends up costing about the same as right-of-way after negotiations with property owners. In addition, utility facilities can be placed within the Right-of-Way boundary by permit at no additional cost. If utilities are to be located in

permanent easement, then the appraised value of the land must also include the use for utilities. See attached e-mail for the Right-of-Way Office.

The cost savings estimate is modified as shown below:

1. Permanent Easement
 - a. Permanent Easement is 90% of right-of-way costs compared to 50% assumed in VE Study
 - b. Proposed right-of-way to be changed to permanent easement = 2.871 ac
 - c. Permanent easement unit cost = $90\% \times \$250,000/\text{ac} = \$225,000/\text{ac}$
 - d. $2.871 \text{ ac} \times \$225,000/\text{ac} = \$645,975$
 - e. Revised Right-of-Way Cost = $\$1,103,750$ (Concept Cost) - $\$1,031,975$ (Revised VE Study) = $\$71,775$
2. Revised VE savings = \$71,775

R-11.0: Reduce Project Length on East Approach Roadway by 100 LF to Eliminate Right-of-Way Acquisition Parcel

Proposed Cost Savings: \$17,000

Revised Cost Savings: \$19,685

Response: **WILL IMPLEMENT (PARTIALLY)**

The project length cannot be reduced by 100 feet because the alignment does not tie in until approximately Sta 342+35, which is 65 feet from the end of the project. However, tying in at Sta 342+35 will still eliminate Right-of-Way acquisition for Parcel 8. This will also eliminate the guardrail on the right side.

The cost savings estimate is modified as shown below:

1. Pavement reduction
 - a. Overlay pavement reduction 2,080 sf => 232 SY x \$5.44 = \$1,263
2. Guardrail Elimination
 - a. Eliminate 50 LF of Type W guardrail and one Type 1 & 12 anchorage
 - b. 50 LF Type W Guardrail = $50 \times \$17.85/\text{LF} = \893
 - c. Anchorage Type 1 = \$611
 - d. Anchorage Type 12 = \$1798
3. Revised VE savings = \$19,685

R-12.0: Use Reduced Depth Asphalt Shoulders in lieu of Full Depth

Proposed Cost Savings: \$35,000

Response: **WILL NOT IMPLEMENT**

Baker

The GDOT Office of Materials and Research concurs with this recommendation that the shoulder pavement remain full depth to match the mainline. This option is not being implemented because the truck traffic along this portion of the S.R. 369 corridor contains greater than 10% trucks. In addition, the proposed shoulder will be utilized to carry traffic during staging and the curve of radius 960' at the beginning of the project has the potential for rear wheel off-tracking which could damage the shoulder pavement that has reduced structural capacity. Please see e-mail from the Office of Materials and Research.

McIntosh, D Tyler

From: Bowman, Al
Sent: Thursday, November 15, 2012 3:11 PM
To: McIntosh, D Tyler
Subject: FW: SR 369 over Chattahoochee River (lake Lanier) VE Study

From: DuVall, Bill [mailto:bduvall@dot.ga.gov]
Sent: Thursday, November 15, 2012 3:10 PM
To: Bowman, Al
Cc: Adewale, Steve (Adesoji); Sanders, Matt
Subject: RE: SR 369 over Chattahoochee River (lake Lanier) VE Study

BRF00-0012-01(080), Forsyth/Hall Counties
SR 369 over Chattahoochee River (Lake Lanier)
P.I. No. 122012

Al,

As stated, the only bridge related VE alternative was Idea 4.0 which proposes to "Reduce Number of Beams in End Spans from Seven (7) BT-74's to Six (6)". The Bridge Office agrees that this idea should be IMPLEMENTED. Please included a copy of this concurrence along with the formal responses to the VE recommendations. Should you have any additional comments or concerns please let me know.

Thanks,
Bill

Bill DuVall, PE, MSCE
Assistant State Bridge Engineer
Office of Bridge Design
(404) 631-1883 work
(404) 895-4943 mobile

From: Bowman, Al [mailto:ABowman@mbakercorp.com]
Sent: Thursday, November 15, 2012 1:30 PM

To: DuVall, Bill
Subject: SR 369 over Chattahoochee River (lake lanier) VE Study

Bill,

The VE study only identified one bridge related item. We agree with making this change. Would you give your concurrence with this item?

Thanks,
Al

Albert W. Bowman, P.E. | Assistant Vice President/Transportation Operations Manager | Michael Baker Jr., Inc.
3595 Engineering Drive | Norcross, GA 30092 | 770.263.9118 (ofc) | 678.642.0455 (mobile)
abowman@mbakercorp.com | www.mbakercorp.com



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McIntosh, D Tyler

Subject: FW: PI 122012 Value Engineering Proposal - ROW vs. Perm. Easement

From: Byers, Troy [mailto:tbyers@dot.ga.gov]
Sent: Tuesday, October 23, 2012 1:53 PM
To: Adewale, Steve (Adesoji)
Cc: Anderson, Katrina; McIntosh, D Tyler
Subject: RE: PI 122012 Value Engineering Proposal - ROW vs. Perm. Easement

Steve, setting up permanent easement and cutting back on required ROW is a Design question and decision. We will appraise, negotiate, close or condemn accordingly and to whatever is sent to us. We do not define the project's ROW footprint layout.

Having said this, there are Memos on this from Director of Preconstruction (at that time). I would talk to Brent Story on this before making any changes.

One thing to be considered is that if Design goes with a permanent easement instead of ROW, it ends up costing us about the same anyway with the property owner counter offers they make us, when they know it is permanent and they can really do anything with it. Also to be considered is that if it is shown as required ROW, utilities can go on the back of it by permit, whereas if it is shown as permanent easement, then the note "for construction and maintenance of slopes and utilities" must be placed on the plans throughout, "when" the perm. easement is needed for utilities relocation, then the appraised value must include the use for utilities when that is determined as well, which runs the value of the perm. easement even more.

These question of utilities relocations is very important and should be considered.

THANKS
Troy Byers
Asst. State R/W Administrator
Georgia Dept. of Transportation
One Georgia Center
600 West Peachtree Street
Room 1432
Atlanta, Georgia 30308
Office (404) 347-0179
BlackBerry (404) 326-7427

From: Adewale, Steve (Adesoji)
Sent: Tuesday, October 23, 2012 11:53 AM
To: Byers, Troy

Cc: Anderson, Katrina; McIntosh, D Tyler <DTMcIntosh@mbakercorp.com> (DTMcIntosh@mbakercorp.com)
Subject: PI 122012 Value Engineering Proposal - ROW vs. Perm. Easement

Troy/Katrina, please help make the determination on the Right-of-Way vs. Permanent Easement proposal from the VE study. At the moment, we are responding to the VE Study comments of this mentioned project.

Based on a value engineering study held for the subject project, a proposal was recommended to substitute permanent easement for right-of-way outside of an established 80-foot ROW corridor. I have included the VE proposal and the PIOH concept layout for the proposed bridge replacement project across Lake Lanier. We would like to have GDOT's determination on this proposal for inclusion in the VE response letter.

A few items to consider on this proposal:

1. It is our understanding that permanent easement is typically 80% of the ROW value, which would result in savings of \$143,550 for this proposal as opposed to \$358,875.
2. This project will have to comply with the new MS4 permit. There could be the need for water quality and water detention facilities at the toe of slope which will require regular maintenance for clean out.
3. An 80-foot ROW corridor would encompass the clear zone for this project, however since vehicles tend to continue to the bottom of the slope prior to recovery, it is recommended that obstacles be placed outside the toe of slope or be shielded with protective barrier even if located outside the clear zone. Easements would need to restrict placement of obstacles within this area or additional cost would need to be added for placement of protective barrier.

Thank you for your assistance in this matter.

Adesoji (Steve) Adewale, CPEng, P.E.

Senior Project Manager

Georgia Department Of Transportation

Office of Program Delivery

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McIntosh, D Tyler

From: Jubran, Abdallah (AJ) <ajubran@dot.ga.gov>
Sent: Wednesday, October 17, 2012 4:54 PM
To: Adewale, Steve (Adesoji); McIntosh, D Tyler
Cc: Turner, James; Foster, Glen
Subject: RE: PI 122012 Value Engineering Proposal - Reduced Depth Asphalt Shoulder

Steve,

The Office of Materials recommends that the shoulder pavement be full depth to match the mainline. Therefore, OM recommends to 'to not implement' this VE proposal. Thanks. AJ

From: Adewale, Steve (Adesoji)
Sent: Wednesday, October 17, 2012 4:06 PM
To: 'McIntosh, D Tyler'; Jubran, Abdallah (AJ)
Subject: RE: PI 122012 Value Engineering Proposal - Reduced Depth Asphalt Shoulder

Thanks, Tyler for asking for the expertise of the Pavement Bureau in responding to THE Value Engineering comments, I am sure the bureau is looking at it and will get back to us as soon as possible.

A.J.

We will appreciate your urgent response to this request as we are itching to submit our responses to the Office of Engineering Services with **dispatch**.

Thanks for your usual cooperation.

Adesoji (Steve) Adewale, CPEng, P.E.
Senior Project Manager
Georgia Department Of Transportation
Office of Program Delivery
600 West Peachtree Street, 25th Floor
Atlanta, GA 30308
Phone: (404) 631-1578
BB: (404) 276-7518
Fax: (404) 631-1588

E-mail: sadewale@dot.ga.gov

From: McIntosh, D Tyler [mailto:DTMcIntosh@mbakercorp.com]
Sent: Wednesday, October 17, 2012 3:05 PM
To: Jubran, Abdallah (AJ)
Cc: Adewale, Steve (Adesoji)
Subject: PT 122012 Value Engineering Proposal - Reduced Depth Asphalt Shoulder

Mr. Jubran, based on a value engineering study held for the subject project, a proposal was recommended to include reduced depth asphalt shoulders for the 4' paved shoulders that are currently proposed at full depth. I have included the VE proposal, traffic data, and the PIÖH concept layout for the proposed bridge replacement project across Lake Lanier. We would like to have GDOT's concurrence 'to **not implement**' this proposal for inclusion in the response letter.

Our reasoning for not implementing this proposal:

1. The paved shoulder will be used to carry traffic during construction staging of the project.
2. Greater than 10% Truck traffic
3. There is a 960' radius curve at the beginning of the project that has potential for tractor-trailer rear wheel off-tracking.

Thank you for your assistance in this matter.

Tyler McIntosh, P.E.

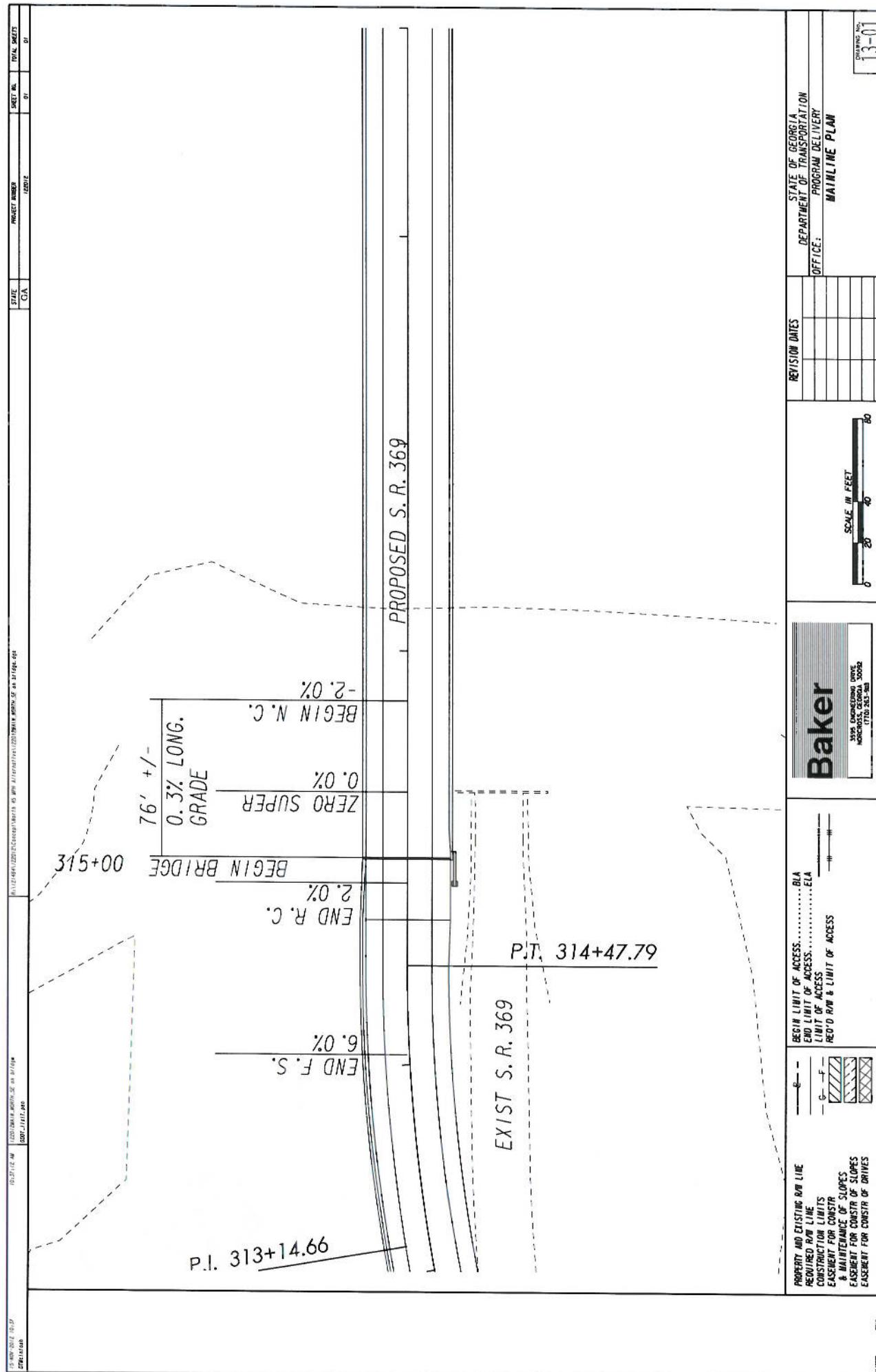
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PRECONSTRUCTION STATUS REPORT FOR PRJ:122012-

| PROJ ID : | 122012- | SR 369 @ CHATTAHOOCHEE RIVER "LAKE LANIER" | | | PRIORITY CODE: | MGMT LET DATE : 01/15/2015 |
|-----------------------|---|---|--------------------------|---|-----------------------------------|----------------------------|
| COUNTY : | Forsyth, Hall | MPO: | Atlanta TMA, Gainesville | TIP #: | MGMT ROW DATE : 01/15/2014 | |
| LENGTH (MI) | 0.40 | DOT DIST: | 1 | BASELINE LET DATE: | 01/01/2015 | |
| PROJ NO.: | BRF00-0012-01(080) | SCHED LET DATE : | 7/16/2015 | | | |
| PROJ MGR: | Adewale, Steve | WHO LETS? : | GDOT Let | | | |
| AQID Initials: | AVS | LET WITH: | | | | |
| OFFICE : | Program Delivery | MEASURE: | | | | |
| CONSULTANT: | Consultant Design (DOT contract) | NEEDS SCORE: | 6 | | | |
| SPONSOR : | GDOT | BRIDGE SUFF: | 39.45 | | | |
| DESIGN FIRM: | The LPA Group Incorporated | | | | | |
| BOND PROJ: | | | | | | |
| BASE START | BASE FINISH | LATE START | LATE FINISH | TASKS | ACTUAL START | ACTUAL FINISH |
| 8/26/2012 | 8/26/2012 | 2/13/2013 | 4/10/2013 | Concept Development | 4/10/2006 | 33 % |
| 8/15/2012 | 8/15/2012 | 2/27/2013 | 2/13/2013 | Concept Meeting | PE | 1997 |
| 8/16/2012 | 9/26/2012 | 2/28/2013 | 2/27/2013 | PM Submit Concept Report | ROW | 2014 |
| 9/26/2012 | 9/26/2012 | 4/10/2013 | 4/10/2013 | Concept Report Review and Comments | UTL | 2016 |
| 7/9/2012 | 12/7/2012 | 4/10/2013 | 4/10/2013 | Management Concept Approval Complete | CST | 2016 |
| 12/10/2012 | 9/6/2013 | 4/11/2013 | 1/22/2014 | Value Engineering Study | 6/29/2012 | 100 % |
| 9/28/2012 | 11/8/2012 | 4/12/2013 | 5/23/2013 | Public Information Open House Held | 2/1/2007 | 100 % |
| 11/23/2012 | 8/22/2013 | 6/7/2013 | 3/6/2014 | Environmental Approval | 2/1/2007 | 0 % |
| 5/20/2013 | 7/19/2013 | 7/19/2013 | 7/6/2014 | Field Surveys/SDE | 0 | 0 % |
| 3/3/2014 | 7/11/2014 | 7/31/2014 | 8/14/2014 | Preliminary Bridge Design | 0 | 0 % |
| 10/21/2013 | 10/21/2013 | 12/28/2013 | 8/1/2014 | Preliminary Bridge Design | 0 | 0 % |
| 10/22/2013 | 11/4/2013 | 4/24/2014 | 5/7/2014 | Underground Storage Tanks | 0 | 0 % |
| 11/5/2013 | 1/3/2014 | 5/8/2014 | 7/8/2014 | 404 Permit Obtainment | 0 | 0 % |
| 11/27/2013 | 1/29/2013 | 5/30/2014 | 6/3/2014 | PTPR Inspection | 0 | 0 % |
| 12/10/2013 | 1/6/2014 | 6/12/2014 | 7/9/2014 | R/W Plans Preparation | PE | \$1,786,377.53 |
| 4/15/2014 | 4/28/2014 | 10/16/2014 | 10/29/2014 | R/W Plans Final Approval | ROW | \$2,015,000.00 |
| 12/7/2012 | 9/17/2013 | 6/14/2013 | 7/28/2014 | L & D Approval | UTL | \$36,320.00 |
| 8/23/2013 | 3/11/2014 | 3/7/2014 | 9/23/2014 | R/W Authorization | CST | \$12,275,150.14 |
| 12/2/2013 | 6/17/2014 | 6/4/2014 | 12/30/2014 | Soil Survey | 0 | 0 % |
| 2/12/2014 | 5/27/2014 | 8/27/2014 | 12/9/2014 | Bridge Foundation Investigation | 0 | 0 % |
| 7/16/2014 | 7/16/2014 | 1/28/2015 | 1/28/2014 | Final Design | 0 | 0 % |
| 7/24/2014 | 8/6/2014 | 2/25/2015 | 2/18/2015 | Final Bridge Plans Preparation | 0 | 0 % |
| | | | | FFPR Inspection Responses (OES) | 0 | 0 % |
| | | | | Submit FFPR Responses (OES) | 0 | 0 % |
| PPD: | Reviewed 6/25/2010. Need revised concept and scope for just replacing bridge. Need schedule. Need RW phase. | | | District Comments | | |
| Bridge: | BRIDGE REQUIRED | | | SA: LPA -Initial Conc. Team meeting held 2/1/07 | | |
| EIS: | CEINotAppl'd On Schedule 9.6.13 Baseline\ Dollar 9.26.12 | | | DESIGN: Project separated as a STANDALONE BRIDGE REPLACEMENT PROJECT. | | |
| LGA: | HALL SGN 5-3-9.1 AND FORSYTH SGN 8-26-91 FOR UTILITIES RESCSSION LETTER SENT TO FORSYTH & HALL 3-7-08. | | | Project going thru PKC procurement process and PE authorized in Nov. 2011. Schedule approved July 2012. | | |
| Planning: | PR2/P=8-20-96#1 6-05#2 2-06#3 9-2011#4 7-2012#5 | | | VE Study scheduled for October 1, 2012. | | |
| Programming: | Reviewed 6/25/2010. Need revised concept and scope for just replacing bridge. Need schedule. Need RW phase. | | | | | |
| Railroad: | NO | | | | | |
| Traffic Op: | CAIIJBR REPL PROJECT W/122015-FORSYTH CO(JS&M PLNS N/R031601)\$ | | | | | |
| Utility: | OCD SUF 9/20/05 Turnkey; NEED 2ND SUB 10/13/04 | | | | | |
| EMG: | BRIDGE REPLACEMENT | | | | | |
| Engr Services: | VE Implementation Approved 12/12/12 | | | | | |
| Cond. Filed: | Total Parcel in ROW System: | | | | | |
| Relocations: | Options - Pending: | | | | | |
| Acquired: | Condemnations- Pending: | | | | | |
| Under Review: | VE Implementation Approved 12/12/12 | | | | | |
| Released: | DEEDS CT: | | | | | |
| | Acquired by: DOT | | | | | |
| | Acquisition MGR: R/W Cert Date: | | | | | |